

What Sympathy Effect

A Labor Day Story
By BARBARA PHIPPS

"Papa," said Dora Quintard, "what is this I hear about a strike of the Quintard company's employees?"

"I think a strike will be declared."

"What is the trouble between you and the men?"

"They want an advance of 10 per cent."

Now, Miss Quintard, daughter of the president of the Quintard Manufacturing company, instead of spending her time in social requirements gave it to the employees of the concern of which her father owned a controlling interest. She visited the sick, helped the women put their children in proper apparel, supplied needed provisions and otherwise ministered to their wants. While the father was absorbed in paying dividends the daughter was sympathizing with the workers.

"What dividends are you paying, papa?" asked Dora.

"Twelve per cent."

"What is a fair interest on money?"

"That depends. The government can borrow on as low as 2 per cent interest. A good railroad 5 per cent stock is usually worth par. Manufacturing stocks should pay from 6 per cent as a minimum indefinitely upward."

"What is the market price of Quintard stock?"

"One hundred and seventy."

"Supposing you should add 10 per cent to the men's wages, what dividends could you pay?"

"From 7 to 9 per cent, I think."

"And what would be the market value of the stock while you were paying, say 8 per cent?"

"That would vary in different manufacturing concerns. In our case, where we have a steady demand for our goods, a fair surplus and much money invested in the plant, the stock should sell at about \$120."

"You say that a railroad stock selling at par and paying 5 per cent is a fair investment. Isn't a manufacturing stock selling at \$130 and paying 8 per cent a better one?"

"That's a question for the investor. I should consider them about equally good. I, knowing all about the affairs of the Quintard company, would prefer to hold its stock at \$130 on an 8 per cent basis to a good railroad stock at par paying 5 per cent."

"Don't you think, papa, that you could grant this increase of wages and still give the capital invested in the company a fair dividend?"

"What a smart little puss!" said the father, embracing his daughter. "Why don't you set up for a walking delegate? You would easily prove to the operatives that they are being treated unfairly, that capital is getting the lion's share of the profit accruing from their labor. Having proved to them that they are entitled to 10 per cent advance, you could then prove that they should try for another 10, and so on, till the bubble bursts."

"What do you mean by the bubble bursting?"

"Suppose wages were to be increased till only a fair dividend is earned; nothing is laid up for supplies; the machinery wears out or new mechanical devices must be introduced to meet a reduced cost of manufacture. Or suppose a war breaks out and we are shut off from our foreign markets. Where are we? Stranded. Where are the operatives? Thrown out of employment. And you know what that means. It is starvation."

"Yes, papa, but you are paying 12 per cent dividends. How can you pay that and add to your surplus?"

"All investments are liable to turn out a loss of the capital involved. Manufacturing stocks are considered especially uncertain. It is difficult to get capital for them or to hold it when you have got it. To hold our capital in the Quintard company we have been paying out all our net earnings in dividends. My plan has been to do this till confidence is acquired and something more than our present dividends earned. Then I will reduce the dividends and place the reduction and the additional amount earned to surplus account. When I have provided a surplus sufficient to keep the stockholders from bolting and my men employed in case of a year of loss instead of profit I intend to pay higher wages—that is, if I see no more snags ahead."

"Why don't you explain that position to the employees as you have explained it to me?"

"Such a course would be impracticable for many reasons."

"That was the end of the dialogue, but it was not the end of Miss Quintard's thoughts on the subject. She formed a plan to give to the employees what the president could not do officially—an inkling of the situation. She went to the women whom she had helped—those she could best trust—and gave them to understand that she knew it to be the best interest of the operatives that they should let well enough alone for the present, trusting to the president to get the business of the Quintard company into such condition that he could meet their demands without injury to them or the stockholders. These women talked to their husbands, and their husbands talked to the most influential operatives who in the Quintard works were the steadiest."

And so it was that trouble was averted by a girl who knew nothing about business, simply because she had gained a hold upon those in need by supplying their necessities and by her sympathy.

Facial Adornment.

First Maid—Does your mistress wear much jewelry? Second Maid—No; she has only rings under her eyes.—Boston Transcript.

Lame, but Good.

Cumso—Why didn't you come last week as you promised? Fangle—I sprained my ankle. Cumso—A lame excuse.

Sleep Well Hot Nights



Sanfords Ginger

Relieves fatigue, nerve strain, weakness, and intestinal indigestion, the latter often the cause of sleeplessness. A panacea for ills incidental to travel. Always helpful and healthful.

A delicious combination of ginger, aromatic and French brandy for the relief of cramps, pains, colds, chills, weakness, nervousness and insomnia. Look for the Civil Trade Mark on the wrapper, but you get a cheap, worthless and dangerous substitute. Forty years the standard of purity, flavor and strength. Sold by all druggists and grocers.

T. R. OPENS IN MAINE.

Made His First Speech of Campaign for Charles E. Hughes.

Lewiston, Me., Sept. 1.—Progressives united with Republicans in greeting Theodore Roosevelt, who delivered here last night his first speech of the campaign in behalf of Charles Evans Hughes, the Republican candidate for the presidency.

A large delegation of Republicans and Progressives met him in Portland and escorted him to this city, where he reviewed an old-fashioned torchlight procession in which many former Progressive leaders marched. From the time he landed in Boston yesterday from the New York steamer until he retired to his room last night, the former president received enthusiastic demonstrations.

His address was devoted largely to an attack on the present administration, and to a criticism of hyphenism.

Wreck of the Memphis.

The extraordinary accident to the cruiser Memphis, driven on the rocks of Santo Domingo harbor Tuesday afternoon by a series of heavy swells, brings to mind the Apia disaster of 1889, in which American and German warships were lost by an equally sudden and violent but different oceanic freak. At Apia, however, the vessels imperilled made at least a try for safety by steaming seaward against the hurricane that struck them. In the present case the steam apparatus gave way and deprived ship and crew of their chance of safety.

In a service organized so highly as the navy there can be no such thing as accidents. Steam was up, providing against just such an unlikely contingency as occurred. The failure of the steam plant to continue in operation when needed may reflect upon an individual or upon the present naval system. It will of course be investigated and the public will know where the fault lay.

The deaths and injuries among sailors are the feature of the mishap that is most keenly felt. No less important is the momentary doubt cast upon the routine efficiency of American warships. Much as the navy has suffered in the past few years, it is still supposed to be able to get about. Official inquiry will clear up any possible uncertainty on this point.—New York Evening Sun.

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'TWERE EVER THUS

Rise with the lark, and with the lark to bed. —James Herd.

Potato Salad.

Boil the potatoes with their skins on and wait until they are cold to peel them. Slice an onion, separating it into rings. Slice the potatoes and mix sliced cucumbers with them, put in the salad bowl and lay the onion rings on top, then turn over all a dressing made by beating together five tablespoons of salad oil with two of vinegar, a half teaspoon of salt and a shake of red pepper. Turn this over the salad, then sprinkle with finely chopped parsley and let stand in the ice box for an hour before serving.

Chicken Omelet.

Chop the chicken fine which was left from the Sunday dinner. Season with pepper and salt and add a little chopped green pepper. Remove all skin and gristle from the chicken. Beat three eggs until smooth, do not separate the whites and yolks. Season with a little salt and add two tablespoons of hot water. In a perfectly level frying pan melt a heaping tablespoonful of mixed lard and butter and when it begins to smoke turn in the egg mixture. Let cook until well set, loosen from the pan with a wide-bladed knife, and turn in the middle the prepared chicken, folding the sides of the omelet over it. Very carefully with a cake turner turn over the omelet and filling and stand the pan in a hot oven for five minutes, then slip the omelet on to a hot platter, and serve at once with plenty of crisp garnish.

Raisin Puff.

Work one-half cupful of butter until creamy, and add two tablespoons of sugar gradually while beating constantly, and two eggs well beaten; then add one cupful of milk alternately with two cupfuls of flour, mixed and sifted with two tablespoons of baking powder and one-fourth teaspoonful of salt. Seed and chop one cupful of raisins. Dredge with one-fourth cupful of flour, and add to mixture. Beat thoroughly, turn into a buttered mold, adjust cover, and steam one and one-half hours. Remove to hot serving dish, and serve with whipped cream sweetened, and flavored with grated nutmeg.

Templeton Tomatoes.

Wipe and remove stem ends of six small tomatoes. Take out seeds and most of pulp, sprinkle inside with salt, invert, and let stand twenty minutes. Cook three tablespoons of butter, with six tablespoons of chopped green pepper, five minutes, stirring almost constantly. Add three-fourths cupful of soft stale bread crumbs, one-half cupful of removed tomato pulp, one-fourth teaspoonful of salt, one-eighth teaspoonful of pepper and a few drops of onion juice. Fill tomatoes with mixture, sprinkle tops with buttered cracker crumbs and bake in a hot oven fifteen minutes.

Beet Greens.

Take the tender tops of young beets as well as some beets themselves. Wash thoroughly and boil until tender in slightly salted water. Drain, chop, season and serve with a garnish of hard boiled eggs, crumbled.

Fried Tomatoes with Cream Gravy.

Cut tomatoes which are not too ripe in inch slices, dust with salt, pepper and flour; brown quickly on both sides in hot butter, then pour over them thin cream to nearly cover, and simmer five minutes. Lift the slices carefully on a platter and thicken the gravy with the beaten yolk of an egg stirred into a half cup of cold cream or rich milk; do not let it quite boil; pour over the tomatoes as soon as it thickens and serve hot. This is a favorite dish.

Tomatoes Stuffed with Corn.

Scoop out the center from firm good-sized tomatoes. Cut enough tender corn from the cob to fill two cups. Add two tablespoons of butter, also salt and pepper to taste. Fill the tomato cups with corn, place them in a buttered baking dish, and bake a half hour in a moderate oven.

Candy in Pails.

Summer, when new ideas appear so rapidly in the candy shops, is showing among the latest notions small wooden Dutch pails or tubs filled with a variety of small packages of candies. In some of the pails favors are also included; the latter are especially nice for bon voyage gifts. The pails are tinted in pastel colors and decorated with somewhat futuristic flowers in gayer tints. Unlike the average pail, these are wider at the bottom than at the top. They make very nice sand pails, however, for the children at the shores, after they are emptied of their original freight.

Stuffed Roasted Green Peppers.

Cut off the tops of the peppers and remove the seeds. Make a forced meat of minced chicken and rice, seasoned with salt and onion juice and softened with melted butter. Fill the peppers with this, arrange them in a baking dish, pour about them a little gravy or stock, that they may not burn, cover and bake in a moderate oven for an hour. Uncover and brown.

Corn Pie.

Cut the kernels from ears as for stewing. Make a rich pie paste, line a deep baking dish with it as for oyster pie and put into it alternate layers of cut corn and little block of dough. Dot each layer with bits of butter and season to taste. Cover all with a very liberal quantity of milk. Put on a top cover of pastry and bake until a rich brown.

Rhubarb Jam.

Six pounds of rhubarb, six pounds of sugar, two ounces of root ginger. Peel the rhubarb and weigh after peeling. Cut into pieces about two inches long and put into a large basin with the sugar and the ginger which must be bruised and tied in a muslin bag. Leave this for three days, stirring it gently each day to help the sugar dissolve, says The Queen, London. Strain the liquor from the fruit the third day, boil it to syrup, and pour over fruit while hot. Let it stand for three days without stirring, then pour all into a preserving pan, taking the ginger bag out, and boil from half to three quarters of an hour after it comes to the boil. Pour into clean, dry jars and cover. Root ginger, bruised and tied in muslin, or ground ginger is generally used for jams.

Taukemono.

Japan offers us a new and appetizing way of serving cucumbers. Peel four

FOR THE INFORMATION OF THE PUBLIC:

The Railroads' statement of their position on the threatened strike, as presented to the President of the United States

A strike on all the railroads of the country has been called by the Train Brotherhoods for 7 o'clock Monday morning, September 4.

This strike was ordered from Washington while the President of the United States was making every effort to avert the disaster.

The Final Railroad Proposal

The final proposal made by the railroads for a peaceful settlement of the controversy, but which was rejected by the brotherhoods, was as follows:

(a) The railroads will, effective September 1, 1916, keep the time of all men represented in this movement, upon an 8 hour basis and by separate account, monthly, with each man, maintain a record of the difference between the money actually earned by him on the present basis and the amount that would have been earned upon an 8 hour basis—overtime on each basis to be computed pro rata.

The amounts so shown will be subject to the decision of the Commission, provided for in Paragraph (c) of this memorandum and payable in money, as may be directed by said Commission in its findings and decision.

(b) The Interstate Commerce Commission to supervise the keeping of these accounts and report the increased cost of the 8 hour basis, after such period

of actual experience as their judgment approves or the President may fix, not, however, less than three months.

(c) In view of the far-reaching consequences of the declaration made by the President, accepting the 8 hour day, not only upon the railroads and the classes of labor involved directly in this controversy, but to the public and upon all industry, it seems plain that before the existing conditions are changed, the whole subject in so far as it affects the railroads and their employees, should be investigated and determined by a Commission to be appointed by the President, of such standing as to compel attention and respect to its findings. The judgment of such a Commission would be a helpful basis for adjustments with labor and such legislation as intelligent public opinion, so informed, might demand.

Statement of Executives to the President

In submitting this proposal to the President, the fifty railroad executives called to Washington and representing all the great arteries of traffic, made this statement to him of their convictions:

The demands in this controversy have not been presented, in our judgment, for the purpose of fixing a definite daily period of labor, nor a reduction in the existing hours of labor or change in methods of operation, but for the real purpose of accomplishing an increase in wages of approximately One Hundred Million Dollars per annum, or 35 per cent, for the men in railroad freight train and yard service represented by the labor organizations in this matter.

After careful examination of the facts and patient and continuous consultation with the Conference Committee of Managers, and among ourselves, we have reached a clear understanding of the magnitude of the questions, and of the serious consequences to the railroads and to the public, involved in the decision of them.

Trustees for the Public

As trustees for the public served by our lines and for the great mass of the less powerful employees (not less than 80 per cent. of the whole number) interested in the railroad wage fund—as trustees also for the millions of people that have invested their savings and capital in the bonds and stock of these properties, and who through the savings banks, trust companies and insurance companies, are vitally interested to the extent of millions of dollars, in the integrity and solvency of the railroads of the country, we cannot in conscience surrender without a hearing, the principle involved, nor undertake to transfer the enormous cost that will result to the transportation of the commerce of the country.

The eight-hour day without punitive overtime involves an annual increase, approximately, in the aggregate of Sixty Millions of Dollars, and an increase of more than 20 per cent. in the pay of the men, already the most highly paid in the transportation service.

The ultimate cost to the railroads of an admission in this manner of the principle under contention cannot now be estimated; the effect upon the efficiency of the transportation of the country now already under severe test under the tide of business now moving, and at a time when more, instead of less,

effort is required for the public welfare, would be harmful beyond calculation.

The widespread effect upon the industries of the country as a whole is beyond measure or appraisal at this time, and we agree with the insistent and widespread public concern over the gravity of the situation and the consequences of a surrender by the railroads in this emergency.

In like manner we are deeply impressed with the sense of our responsibility to maintain and keep open the arteries of transportation, which carry the life blood of the commerce of the country, and of the consequences that will flow from even temporary interruption of service over the railroads, but the issues presented have been raised above and beyond the social and monetary questions involved, and the responsibility for the consequences that may arise will rest upon those that provoke it.

Public Investigation Urged

The questions involved are in our respectful judgment, eminently suitable for the calm investigation and decision by the public through the agency of fair arbitration, and cannot be disposed of, to the public satisfaction, in any other manner.

The decision of a Commission or Board of Arbitration, having the public confidence, will be accepted by the public, and the social and financial rearrangements made necessary thereby will be undertaken by the public, but in no less deliberate nor orderly manner.

The railroads of the country cannot under present conditions assume this enormous increase in their expenses. If imposed upon them, it would involve many in early financial embarrassment and bankruptcy and imperil the power of all to maintain their credit and the integrity of their securities.

The immediate increase in cost, followed by other increases that would be inevitable, would substantially appropriate the present purchasing power of the railroads and disable them from expanding and improving their facilities and equipment, to keep abreast of the demands of the country for efficient transportation service.

In good faith we have worked continuously and earnestly in a sincere effort to solve the problem in justice to all the parties at interest. These efforts were still in progress when the issuance of the strike order showed them to be unavailing.

Problem Threatens Democracy Itself

The strike, if it comes, will be forced upon the country by the best paid class of laborers in the world, at a time when the country has the greatest need for transportation efficiency.

The problem presented is not that alone of the railroad or business world, but involving democracy itself, and sharply presents the question whether any group of citizens should be allowed to possess the power to imperil the life of the country by conspiring to block the arteries of commerce.

HALE HOLDEN,
Chicago, Burlington & Quincy Railroad.

W. W. ATTERBURY,
Pennsylvania Railroad.

FAIRFAX HARRISON,
Southern Railway.

R. S. LOVETT,
Union Pacific System.

E. P. RIPLEY,
Atchafalpa, Topeka & Santa Fe System.

A. H. SMITH,
New York Central Lines.

FRANK TRUMBULL,
Chesapeake & Ohio Railway.

DANIEL WILLARD,
Baltimore & Ohio Railroad.

ripe, medium-sized cucumbers; cut into four parts and wipe dry. Heat one and a half tablespoons of melted butter; add a finely sliced onion and a seeded green pepper shredded; fry for ten minutes, stirring often, then lay the cucumbers over; season with a scant teaspoonful of salt, a half teaspoonful of curry powder, four tablespoons of cider vinegar and a tablespoonful of sugar. Boil five minutes, then set in the oven for thirty-five minutes, basting the cucumbers often. Remove and turn on to a hot dish, sprinkle with a little chopped parsley, then serve.

Dainty Pillow for Baby.

A pretty pattern for the baby's pillow

low is made of a heart-shaped cretonne, covered with dainty lingerie. A dainty effect is obtained by drawn work in the center, and a trimming of openwork lace. The pillow is comfortable filled with cotton or milkweed seed. The latter makes a very soft pillow.

Annuities Immune from Panics.

An income for every year, as long as you live, as true as you live. Large percentage for obvious reasons. National Life Ins. Co. of Vt. (Mutual). S. S. Ballard, general agent, Rialto block, Montpelier, Vt.

New handbags at Vaughan's.